

# *Green Light*

Vol. 29, No. 12

Published Monthly by the Denver and Rio Grande Western Railroad

March, 1969

**dedication  
new unit  
train service**





# Green Light

March, 1969

Vol. 29

No. 12

D. J. Davidson, Editor

Member

Association of Railroad Editors, International Council of Industrial Editors and Colorado Industrial Press Association

## Correspondents

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Published Monthly by the  
Denver & Rio Grande  
Western Railroad

## Dear Ed:

My late husband, Jack Trinco, Rio Grande engineman, met an untimely death on May 9, 1968, while on vacation. We were being taken by my brother and his wife, who were here on a visit from England, to California when the fatal accident occurred after leaving the Grand Canyon. I was spared but the other three lost their lives.



Jack loved people and enjoyed giving others a helping hand. Having worked for the Rio Grande for 32 years, I would like his friends to know how he came to his death. He is very sadly missed.

Ruth B. Trinco  
Denver, Colo.

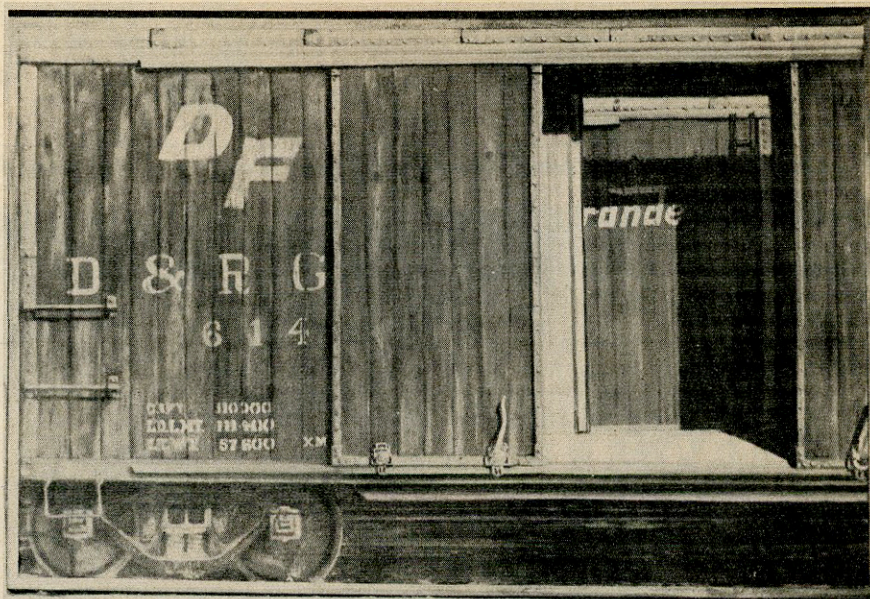
## Rio Grande Man Will Head Sales Association

Joseph J. Henning, Rio Grande's district manager at Washington, D. C., was elected as president of the Railroad Sales Association, a new organization formerly known as the General Agents Association.

Membership includes railroads outside the Washington area. In addition to Henning are: Curt Martinson, Milwaukee Road, vice president, and Gardner J. Wilkes, Mo Pac-Tex Pac, secretary-treasurer.

Members of the association meet each week to discuss various sales ideas to increase shipments by rail.

## Prison Artist Wins Top Award



Bars proved to be no handicap for Charles G. Cannon, a former curator of a Denver art gallery, when he won at a Cape Coral, Florida, art show recently.

Cannon entered two paintings in the Cape Coral Art League's third annual show. The 24-by-36 inch oil painting, titled "Freighter," depicting part of a Rio Grande box car with open doors,

won the top award. Through the open doors can be seen another box car with part of Rio Grande's name showing. It is interesting that he chose the Rio Grande car as a subject. This painting also took honorable mention at the Las Vegas National Art Round-up.

Cannon is in the Colorado State Penitentiary serving a 10-14 year sentence for forgery. He has been a painter for 22 years, turning professional ten years ago. When sales fell off as a portrait painter, he became involved with the law.

Among his works is a portrait of Mrs. Jacqueline Kennedy Onassis, which now hangs in the Kennedy Library at Boston.

## Hillbilly Hotshot

*I met a girl from Arkansas,  
A-riding on my train,  
I punched her ticket  
As we passed Coonwicket,  
And she whispered—"My name is Jane."*

*I sat down to look at her,  
And told her I was "Dan"  
Then I held her hand  
As we passed Loveland,  
And she whispered, "What a man."*

*I gazed down into her eyes,  
No stoplight did she blink,  
So I kissed her there  
As we passed Playfair,  
And she whispered, "Dan, I think—"*

*I jumped up and so did she  
I saw where we might head,  
My run was over  
As we stopped in Clover,  
And she whispered, "Here we wed."  
—Pearl Anoe*

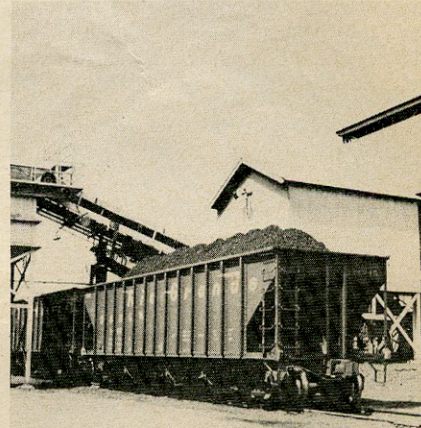
*The eye doctor patiently tried lens  
after lens on the elderly woman.  
Nothing seemed to be right for her.  
"Now don't get discouraged," the  
doctor reassured her. "It's not easy  
to get just the right glasses."*

*"It certainly isn't," the woman replied,  
"especially when you're shopping  
for a friend."*

\* \* \*

*Miniskirts are now available in all  
thighses.*

## On the Cover



Coal loading facilities at the Somerset mine are shown on the cover and in the photo above. Present plans call for a new loading facility where the unit train will be able to load without uncoupling with a saving in loading time. (See story and photos beginning on Page 4.)



## Diversification Is Progressing With Computer Sharing Services

Computer Sharing Services, established in Denver a year ago as the first important non-transportation diversification of the Rio Grande, today has 65 business and industrial clients for its data processing facilities, according to G. B. Aydelott, Rio Grande president.

Aydelott announced at the same time that William J. Day, under whose supervision Computer Sharing Services was set up, had been assigned to its full time direction as president. Until this time, Day had divided his responsibilities by heading the new business and, as the railroad's director of management information, running the Rio Grande network computer system from the railroad's Denver headquarters.



**Day**

Jerrold A. Alkema, who with Day was instrumental in establishing Computer Sharing Services, continues as vice president-sales and operations.

"Clients of CSS represent many

diverse types of business," Day said. "Included are engineers, manufacturing firms, accountants, operations research, mining, mineral exploration, education, real estate, management and advertising agencies.

"Many clients can use the CSS computer simultaneously without interfering with each other. Each has access to the computer by simply dialing over existing telephone or teletype lines.

"Problems of all kinds can be fed into the computer through a type-writer-type terminal in the client's office. The answer is printed out on the same instrument. Even the most complicated problems are solved by the computer at phenomenal speed," Day said.

"Planning for future expansion will receive principal emphasis now that I can devote full time to Computer Sharing Services," Day continued, "including the review of new equipment and features to provide an increasing service to clients."

The company's offices and computer facilities are located at 2492 W. Second Ave., in Denver.

## Golden Wedding Is Celebrated

Frank and Irene Cox of Alamosa celebrated their golden wedding anniversary, Nov. 7, 1968, with an open house.

They were married at Ft. Worth, Tex., on Nov. 2, 1918, just nine days before the Armistice was signed. He was serving in the Army at the time.

Many friends in the Alamosa area were on hand to express their best wishes to the couple. Frank is a retired Rio Grande conductor. Irene is very active in the Vets Club activities and responsible for many of the fine programs put on there.

## The Way to Stop 'The Great Machine'

If you're an adult of average weight, here's what you accomplish in 24 hours:

Your heart beats 103,689 times;  
Your blood travels 168 million miles;

You breathe 23,040 times;  
You inhale 438 cubic feet of air;  
You eat more than three pounds of food;

You drink 2.9 quarts of liquids;  
You speak 4,800 words, possibly including some unnecessary ones;  
You move 750 muscles;  
Your nails grow .000046 inch;  
Your hair grows .01714 inch;  
You exercise seven million brain cells . . .

But all this activity can be stopped, never to start again, by one split-second accident!

—Monon Railroad Newsletter

## Frank Gibson Retires

By Mary B. Cassidy

Two more years and Frank Gibson would have had a 50-year pin, but to him reaching the milestone of 65 meant retirement, and this is what he wanted to do in order to enjoy a leisurely time around the house and fishing when the mood beckoned.

Frank first saw railroading service in Leadville. The year was 1920 when the colorful steam engines huffed and puffed their way to service the mines located high in the hills above Leadville. He worked on the section at Stumptown. The engines had to go through Stumptown to reach Johnny Hill where the noted J. J. Brown made the money which sent his wife to Europe and made "Molly" the heroine of the Titanic disaster.

Later Frank returned to Salida to work as a caller, yard clerk, baggage man, engine oiler, and in the store department. On May 11, 1923, he became a switchman, a position he retained until the assignment was abolished Aug. 24, 1966. He then became a brakeman on the extra board, first at Pueblo and then at Salida.

Frank's wife, Katherine, is a Salida native, and the couple will continue to make their home here.

## Suggestions

The following suggestion was adopted. Identification stub should be mailed to the Personnel Office.

21322 Make cylinder and hanger guides out of angle iron.

Suggestions received to date and being discussed.

8801	19347	20011	22120
17068	19586	20541	22135
19098	19599	20573	19345
19948	20604		

Suggestions for various reasons not adopted. Employee may send in the identification stub for reason if further information is desired.

19335	19601	19137	20591
19593	19590	20558	22154

Last Month's winner was Suggestion No. 19867—reflectors on mile posts in Moffat Tunnel. Identification stub should be mailed to Personnel Office to claim award.

**Don't Forget the Bowling Tournament at Helper, April 26 and 27.**

## RECENT APPOINTMENTS

E. M. Curtis.....	Asst. Signal Supervisor, Helper
R. L. Eisenhower.....	District Representative, Denver
B. R. Havlik.....	Office Manager, San Jose
Darlene A. Holder.....	Secretary-Supervisor, Steno-Pool, Denver
E. E. Stephens.....	Asst. Signal Supervisor, Denver
W. H. Vahle.....	Office Manager, Omaha



# Total Performance Delivery System Is Inaugurated

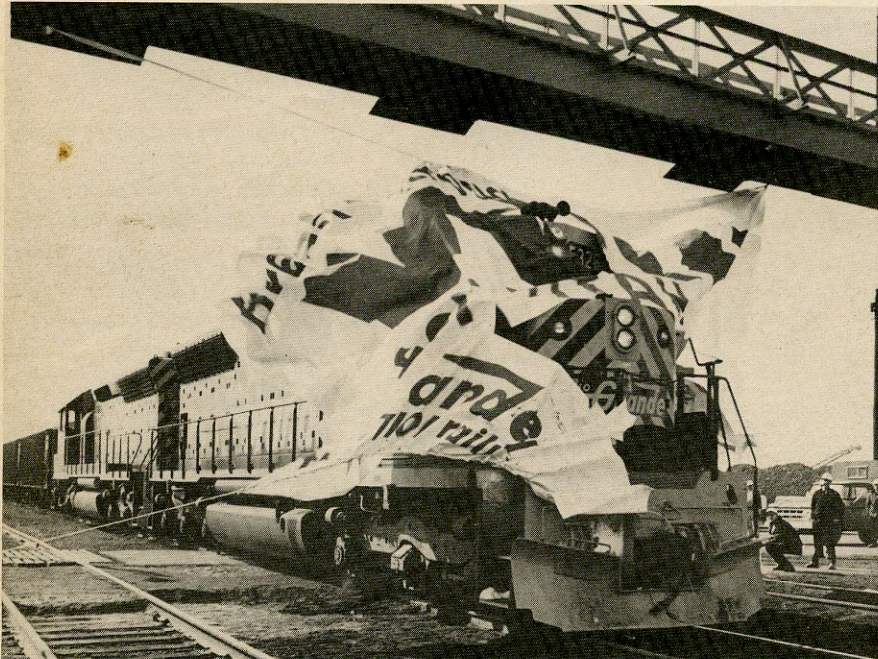
The unveiling of a "total performance system" for delivery of coal by rail to U. S. Steel Corporation's Geneva Works near Provo, Utah took place March 5 by the Rio Grande Railroad.

Officials of the steel company and the railroad were joined by Governor Calvin L. Rampton of Utah and other industrial leaders at dedication ceremonies of the first official arrival of the train load of coal.

The operation, which is unique in both the rail and steel industries, will assure lower transportation costs and greater supply dependability to keep Utah steel vigorously competitive in the

western market, G. B. Aydelott, president of the Rio Grande, said in announcing the unit train event.

"The people of the Rio Grande are proud to demonstrate in this way their full support of our fellow citizens at Geneva Works who, by 'Errors Zero' performance, have accepted the responsibility for a profitable steelmaking future in Utah," Aydelott said. The Rio Grande president had witnessed the kickoff of the Errors Zero campaign in March 1966. (*The Errors Zero campaign is a program in complete efficiency of both human and machine with emphasis on safety —Ed.*)



RIO GRANDE TRAIN BREAKS THROUGH a barrier at U. S. Steel's Geneva Works near Provo, symbolizing a "break-through" in transportation with the inauguration of the unit train system. The crew on board were H. W. Backman, engineer; L. E. Koestel, head brakeman; C. L. Julian, conductor, and M. R. Ross, rear brakeman.

Governor Rampton, whose industrial development program and actions to support Utah steelmakers gave official impetus to development of the new delivery system and described it as "an economic boost of incalcula-



G. B. AYDELOTT, Rio Grande president, is shown with Utah Governor Calvin C. Rampton at ceremonies inaugurating the unit train at the Geneva Works near Provo.

ble benefit to Utah and the West." Governor John A. Love of Colorado said, "It's a convincing demonstration of progress by the cooperative action of people in both states who understand the common economic interest they share."

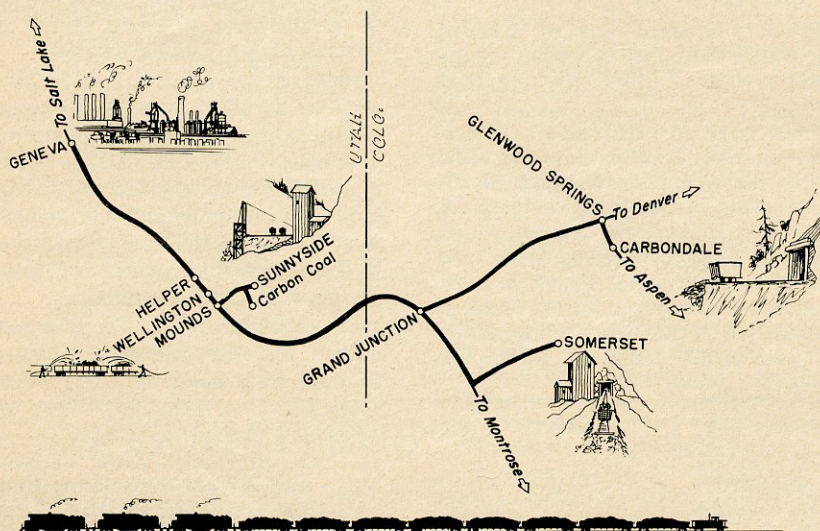
The operation was fully tested in action before becoming a reality, which is the first of three development phases planned for completion this year.

From mines to railroad to Geneva is described in computer-age terms as a "total logistic system."

On different days and scheduled to the minute, trains leave three remotely separate points on the Rio Grande loaded with newly mined coal for the integrated mill near Provo.

The mines involved are U.S. Steel's Geneva mine in Carbon County, Utah; Somerset mine on the North Fork of the Gunnison River in Colorado; and Mid-Continent Coal & Coke

(Continued on Page 5)



A SCHEMATIC MAP showing the location of the various mines involved in the Unit Train operations.





**ATTENDING THE INAUGURATION CEREMONIES** were three men shown above who were responsible for the unit train concept. From left are Gary Bennewitz, now market director-Fuels for the Rio Grande, Denver; Robert Peper, raw materials planning, Geneva Works, Provo, and Jack Timberlake, who was market director of Fuels and now is Colorado division superintendent, Denver.

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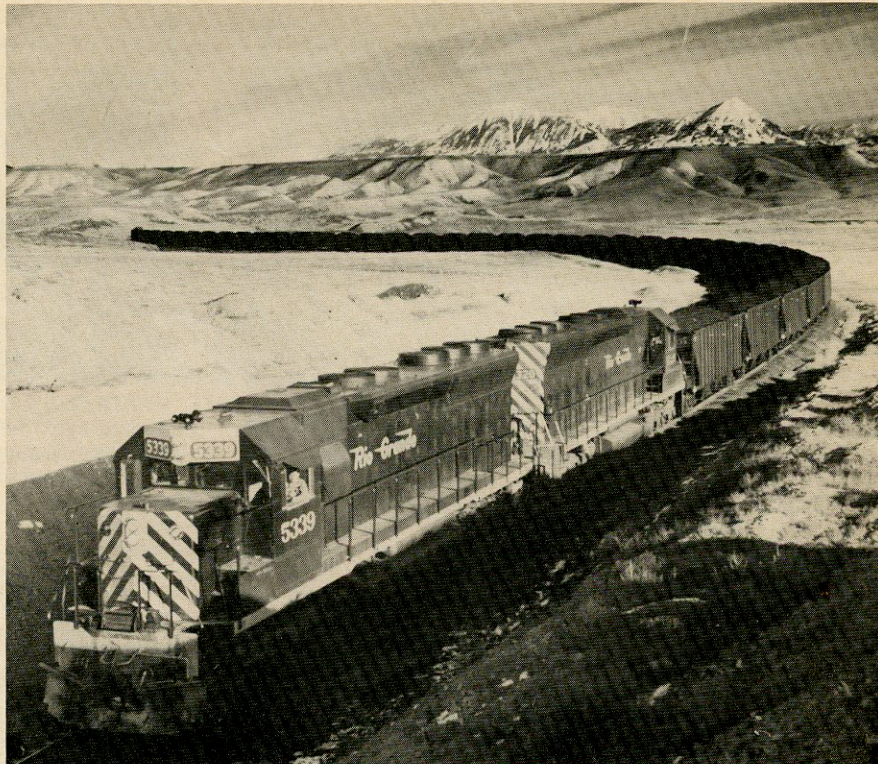
Company's mine near Carbondale in Colorado.

Each mine is the starting point for one of three "cycles" comprising the rail delivery system. The three cycles are so coordinated that locomotives and cars are kept moving almost constantly.

Carbondale coal, washed and graded at the mine, 10,000 feet high in the Colorado Rockies, travels the Rio Grande's Aspen Branch to the main line at Glenwood Springs, thence to Grand Junction where the cars are assembled into unit trains for the run directly to the Geneva Works, a total trip of 360 miles.

The coal from Somerset is shipped by Rio Grande on the North Fork Branch to Delta, the Montrose Branch to Grand Junction, then by main line west, a total distance of 355 miles.

Coal produced at U. S. Steel's Geneva mine in the Book Cliffs of Utah is hauled by the Carbon County Railroad 11 miles to Columbia Junction, then travels the Rio Grande



**THE UNIT TRAIN** is shown with a breathtaking panorama mountain scene for a backdrop.

Sunnyside Branch and main line the 117 miles to the Geneva Works.

The coal from Somerset and Geneva mine must be unloaded at East Wellington, Utah, where it is run through the modern washer-blender plant and reloaded into rail cars. This procedure doesn't interrupt or delay the system as the locomotives leave their cars of raw coal, pick up a trainload of newly-washed coal, and take off on their run to the steel plant.

Helper is a busy place in this operation. Here the system achieves a triumph of locomotive utilization. Rio Grande's main line west at this point starts a 24-mile climb of 1,631 feet to Soldier Summit. Just-arrived at Helper, two locomotive units have stopped on their return eastward from the steel mill with empty cars. These units are uncoupled from their train, tied onto the westbound loaded train as helpers in boosting the payload up to the summit, which is 7,440 feet

above sea level. After the big push, they return to Helper and continue to the mines with the empties, starting the cycle all over again.

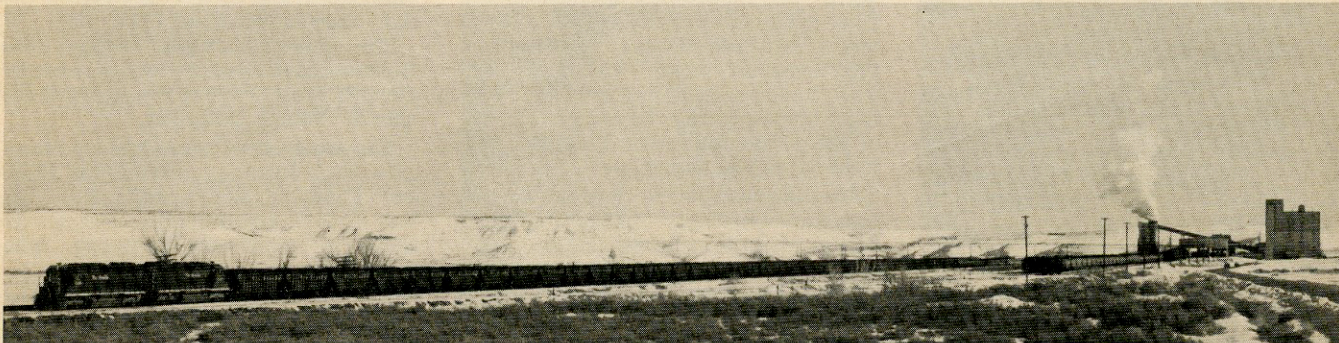
In addition to utmost utilization of motive power, the system creates unprecedented efficiency in assignment and movement of cars.

Six diesel units, operating in pairs, do all the hauling of the loaded trains, returning empties, work as "helpers" up Soldier Summit, and keep the cars circulating into and out of the pool at Helper.

Train crew hours and skills are applied to the fullest with almost complete absence of idle time or duplication of effort.

"Everything is kept moving, locomotives, cars, loaders and unloaders," says John E. Timberlake, now superintendent of the Colorado Division, formerly market director-Fuels. He teamed up with Robert K. Peper,

*(Continued on Page 6)*

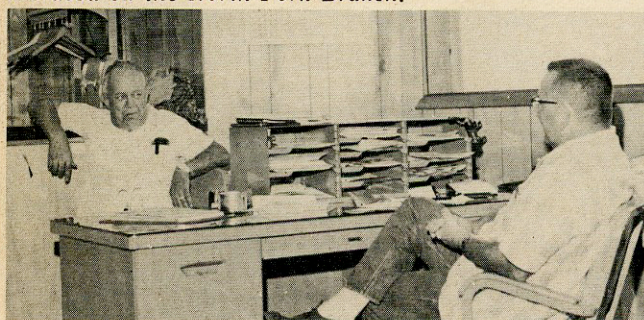


**COAL IS WASHED AND RELOADED AT EAST WELLINGTON, UTAH.** Coal from the Geneva and Somerset mines is washed at this plant. Coal from the Carbondale mine is washed before loading at the Carbondale site.





EARL MURDOCK, PAONIA AGENT, is giving the running orders to the crew of the unit train. Train orders are used on the North Fork Branch.



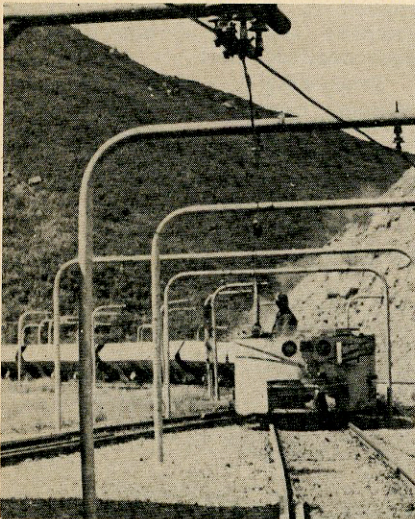
HOWARD DEARING, Glenwood trainmaster, left, and Carl Strauss, purchasing agent, Mid-Continent Coal & Coke, discuss the unit train shipments from Carbondale.

(Continued from Page 5)

senior raw materials analyst, Geneva Works, and other experts to shape the system.

"All segments of the operation must interlock so that the total system functions like clockwork," Timberlake said. "It's been tested and it works.

"It's a production, collection, and



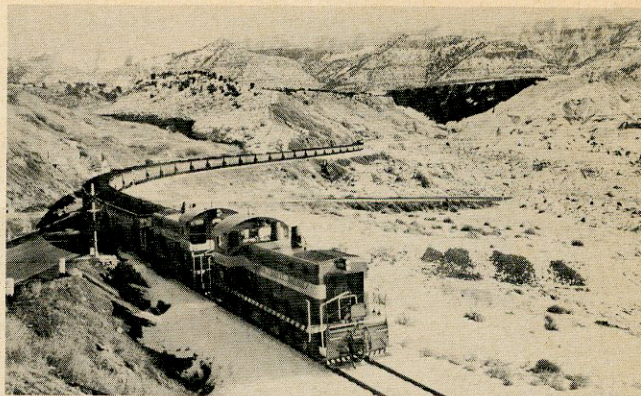
COAL ARRIVING from the mine at Somerset. Thirty-ton electric locomotives bring the coal cars from the mine to the transfer point. Each mine car holds 11 tons of coal.

delivery system functioning as an integral part of Geneva Steel Works, assuring the plant a constant, dependable and economical supply of coking coal," he says. "Putting it together required the talents, coordination and effort of many U. S. Steel and Rio Grande people. Marketing, traffic, and operating experts from both companies were deeply involved. Officials of both firms guided and encouraged the team in its work."

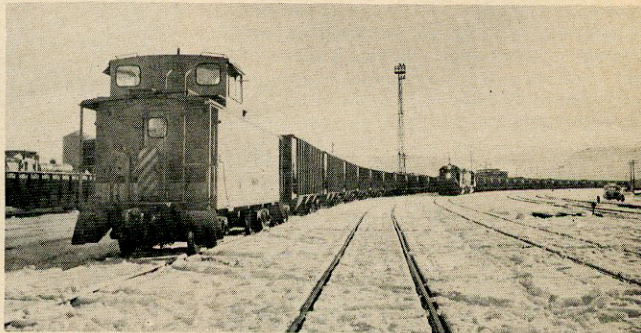
Even in its initial stage, the system has generated encouraging savings in equipment and time. Only 625 rail cars are now handling the same volume which formerly required more than 1,000 cars, and eventually only 390 cars will handle the traffic.

Operating five days a week to match the mine operations are a 24-hour cycle serving the Geneva mine, and a two-train, 48-hour cycle from the Somerset mine. On Saturdays and Sundays, a third cycle of two trips brings in the week's production of the Carbondale mine from the rail yard at Grand Junction.

The shortest cycle begins at the Geneva mine where the Carbon County Railroad picks up loaded cars carrying the day's output and delivers them to the Rio Grande at Columbia Junction on the Sunnyside Branch. These loads are taken to East Wellington and set out at the washing plant. The two diesel units then pick



CARBON COUNTY RAILWAY hauls the coal from the U. S. Steel's Geneva Mine in the Book Cliffs of Utah to its connection with the Rio Grande at Columbia Junction on the Sunnyside Branch on its 117-mile run to the steel mill.



TWO UNIT TRAINS at Helper are shown above. The string of empties is on the left. Locomotives from this train will be used to help the approaching unit train on the right to the summit of Soldier Summit.

up 40 to 45 loads of clean washed coal for movement to the Geneva Works, pausing at Helper to pick up the "helper" units, cutting them off at Soldier Summit, the crest of the Wasatch range.

The return trip from Geneva brings back cars unloaded from the previous train. At Helper the locomotives are serviced, then used as helpers on the next westbound train in the system. They then return empty cars to the East Wellington washer for re-loading, and finally haul empties to Columbia Junction and the Carbon County Railroad in time to start the 24-hour cycle again.

The Somerset operation is similar, but because of the greater distance, 327 miles as against 117, two sets of equipment are in use to provide the daily service required.

The Somerset train reaches the Geneva plant about 10:30 a.m. and the Geneva mine train is scheduled there shortly before midnight.

The week-end Carbondale cycle begins each Saturday morning at Helper. Four locomotive units from the last Geneva and Somerset cycles take about 75 empty cars to Grand Junction for subsequent loading at Carbondale and head back for the Geneva Works with about 70 loads. This train moves through to Geneva, with help up Soldier Summit from the

(Continued on Page 7)



(Continued from Page 6)

remaining two locomotive units. The four-unit combinations arrives back at Helper Sunday morning with empties from the steel plant.

Meanwhile, the other units, having helped the Saturday train over Soldier Summit, have left for Grand Junction with the remaining empties for the Carbondale operation. They return to the Geneva plant with the remaining Carbondale loads, deliver these late Sunday afternoon, and return to Helper with all available empties in time to start the two week-day cycle again.

This system is instrumental in making possible the continued orderly operation of the steel plant and mines by providing regular, dependable deliveries of coal to the Geneva Works.

"Phase two" of the system will go into effect later this year when the Mid-Continent Company completes construction, now in progress, of its "unit train storage and reclaim" facility. This will have 17,500 tons storage capacity and a loading rate of 2,500 tons or more per hour. When completed, the week's production for Geneva will no longer be loaded in advance and accumulated at Grand Junction. Instead the Saturday and Sunday trains of empties from Helper will run through to Carbondale and load "on the fly."

A similar storage and loading facility at Somerset is planned for construction later this year. It will effect a further reduction in the number of cars in the system.

## HOSPITAL REPORT

When sick or hurt, members of the Hosp. Assn. should call 623-8443 in Denver; 243-3545 in Grand Junction. 364-3591 in Salt Lake City, night or day. In other towns, call a Staff doctor, directly. The Hosp. Assn. Pharmacy number in Denver is 623-4981. Dependents, spouses and widows of deceased members may purchase drugs for the same price as a member of the Hosp. Assn. Ambulance Service is provided Assn. members by Roche Ambulance 292-2340. Keep this number near your phone. Hosp. Admissions can be listed here only if they are received from the Hospitals.

**ST. JOSEPH'S HOSPITAL, DENVER**—Leon M. Earring, John H. Ericson, Hugh S. Flippin, Miss Mary E. Hancock, Dorothy M. Heinlein, Richard M. Knox, Thomas C. Launder, Charles L. McCoach, Dixon W. Macaulay, Leonard C. Marshall, Fletcher J. Norton, Irene E. Pearce, Albert J. Rossell, Joseph B. Sheridan, R. E. Sault, Federico G. Valdez, Jose R. Zendejas.

**ST. MARY'S HOSPITAL, GRAND JUNCTION**—Louis H. Hartman, Kenneth R. MacFarlane, Norton W. Smith, Victorino Vigil, Lois M. Williams, William H. Yant.

**ST. MARY - CORWIN HOSPITAL, PUEBLO**—Frank Bustamante, Loyd Circle, Cecil Frost, Eual L. Harvey, Joseph Jaquez.

**PRESBYTERIAN MEDICAL CENTER, DENVER**—Robert E. Blackburn, Daryl Iacovetto.

**ST. JOSEPH'S HOSPITAL, DEL NORTE**—Clarence Smith, Miles W. Wooden.

**UTAH VALLEY LDS HOSPITAL, PROVO**—Myrtle R. Farnsworth.

**GENERAL ROSE MEMORIAL HOSPITAL, DENVER**—Mrs. Bessie M. Wilson, Maynard T. Hoaglund.

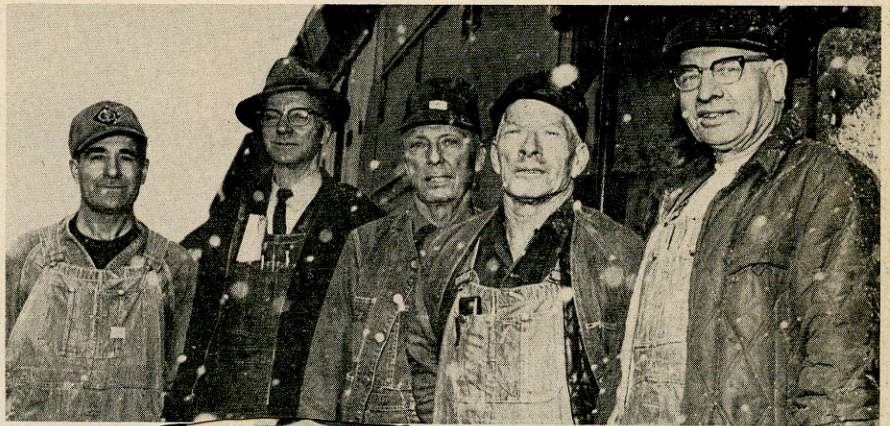
**ST. MARK'S HOSPITAL, SALT LAKE CITY**—Waldo Young.

**HOLY CROSS HOSPITAL, SALT LAKE CITY**—Charles Aiello, Samuel W. Alvey, Salome Archuleta, Thos. Banuelow, John Campbell, Marden Despain, Ella Hanger, Jack Keough, Frank Maio, Gunnder Peterson, Donald Smith, Carl Stein, Cecil Swain, Henry S. Winters, Arden K. Toombs, Lewis J. Winter.

Green Light

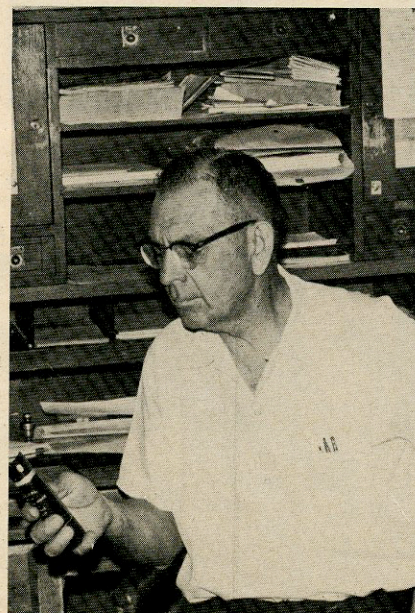


**RAILROAD AND STEEL COMPANY OFFICIALS** gather at the Geneva Works to inaugurate a new unit train system for transporting coal from Utah and Colorado mines to the steel plant. Left to right, J. E. Timberlake, Rio Grande Colorado division superintendent, Denver; R. W. Sundquist, general superintendent, Geneva Works, Provo; Clarence R. Lennig, Rio Grande's vice president-traffic, Denver; Norman C. Halleck, manager transportation and movement services, U. S. Steel, Pittsburgh; Robert M. Corcoran, assistant manager freight rates, U. S. Steel, Pittsburgh; Gordon E. Lloyd, manager traffic, western area, U. S. Steel, San Francisco; G. B. Aydelott, Rio Grande president; and Robert Peper, raw materials planning, Geneva Works, Provo.

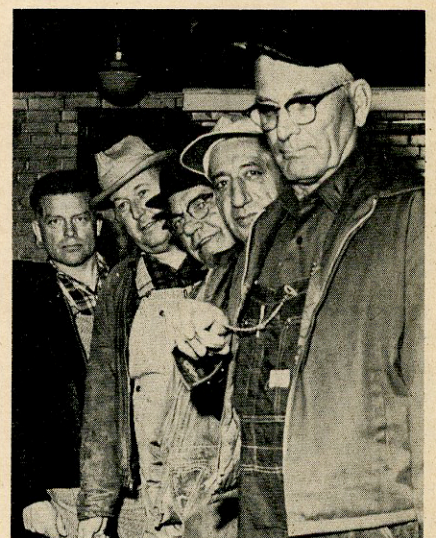


**patcher shown with also the Green Light**

**LOCATED** the unit train from Somerset to Grand Junction. Left, J. Mazza, trainman; T. I. McDowell, right, Glenn B. Doyle, fireman, and D. T. Walters, Graham, asst. ci



**FRANK J. JONICK** keeps a watchful eye on Rio Grande's property as special agent.



**THE CREW FROM GRAND JUNCTION** to Helper were, l to r, H. E. Zumbrun, brakeman; A. D. Garner, brakeman; Henry Strobl, conductor; Louis Mendecelli, fireman, and Burt Rucker, engineer. (Cheedle Photo)

Page Seven



# Let's Get Acquainted With the Rio Grande

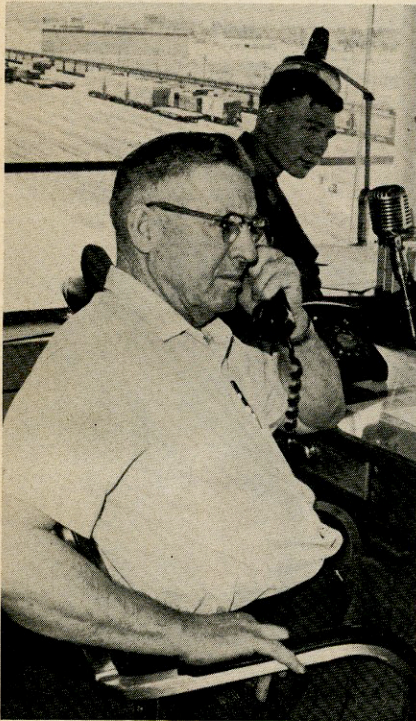
## (Part XI)

A busy terminal on the Rio Grande system is located at Grand Junction, mid-point between Denver, Pueblo and Salt Lake City and Ogden. It is a main division point where all crews are changed. Dispatchers control the movement of trains west to Helper and to Bond and Salida to the east. All traffic moving east and west on Rio Grande's main line passes through this important

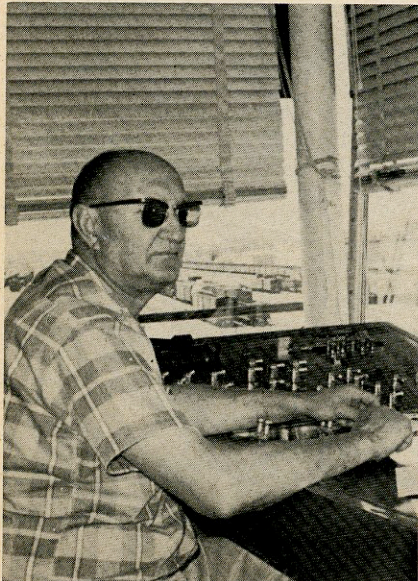
terminal. Grand Junction is also the site of the only hump yard on the system.

Grand Junction is the center of Western Slope activities. It is surrounded by a fertile valley and is noted for its lush fruit and vegetables which are shipped each year in great quantities, much of it going by Rio Grande rails.

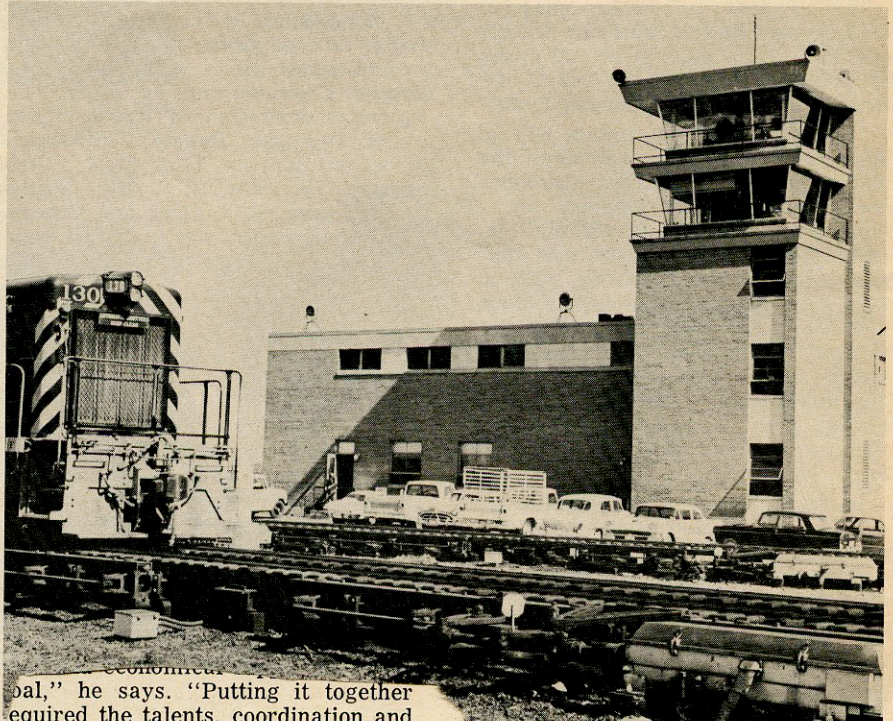
Some of the Grande people who are responsible for the efficient operation of the railroad are shown this month.



HOWARD C. DOWNEN, general yardmaster, is shown in the tower with Harold Raff, tower clerk, looking over his shoulder.



W. D. VAUGHAN is operating the controls of the retarder at East Yard.



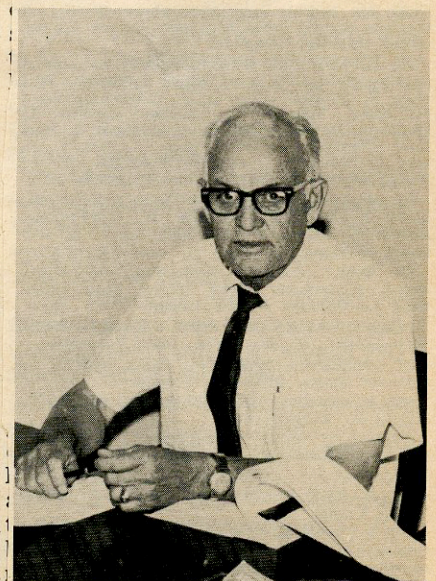
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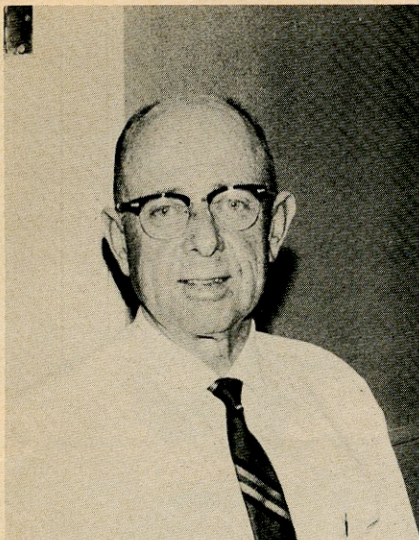
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Junction located east and west of the East Yard with the hump yard tracks as by Cheedle.)



CLARENCE R. ALBERTS is general roadmaster.





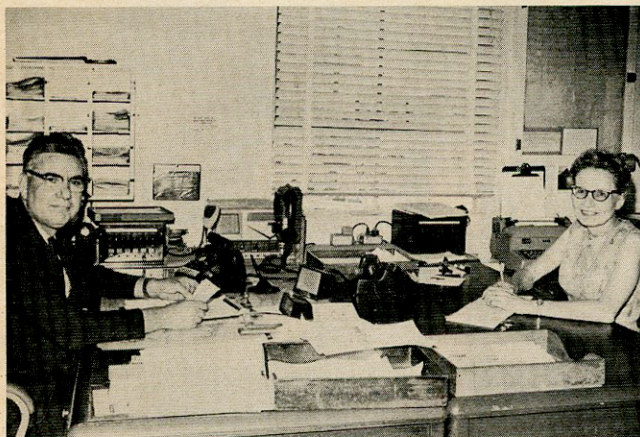
JAY L. WELLS, district manager, is customer oriented in acquiring business for the Rio Grande on the Western Slope.



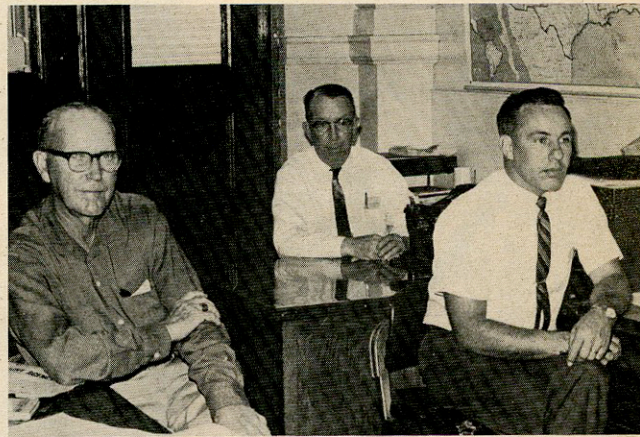
L. O. FICKLIN, trainmaster, in addition to main line operations, oversees the train operations on the Montrose and North Fork branches.



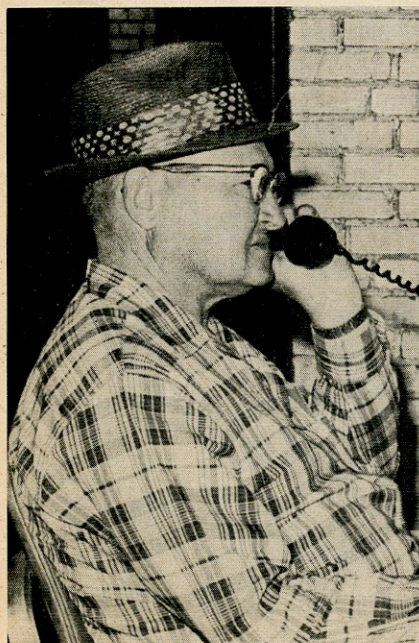
L. D. BEEBE sees to it that all signals are working as supervisor of signals for fast operation of trains.



J. K. BROCKETT is the chief dispatcher shown with Almeda Flint, steno-clerk. Almeda is also the Green Light reporter at this busy center.

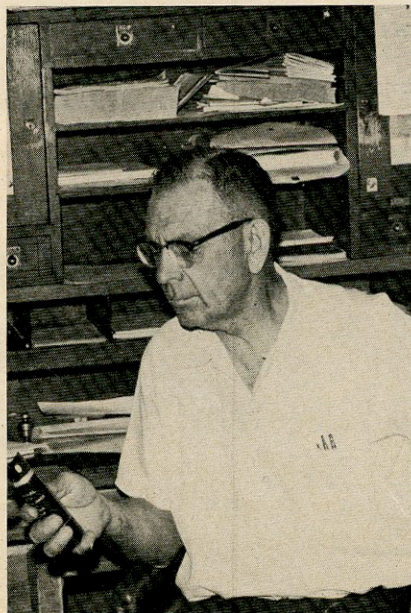


LOCATED AT THE OFFICE in the depot are, left to right, Glenn Bayes, bill clerk, T. J. Lynch, agent, and K. E. Graham, asst. chief clerk.

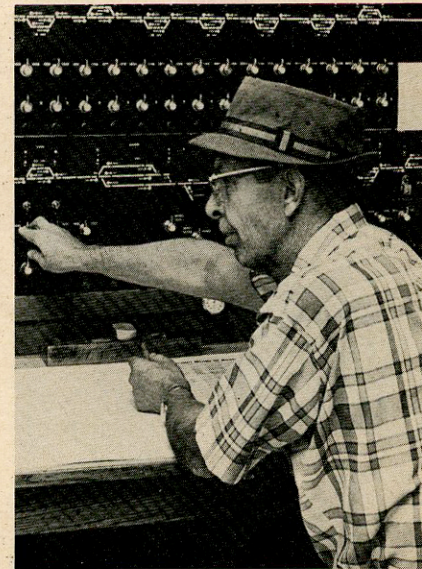


R. WALKER JOHNSTON is the yardmaster of the west yard.

Green Light

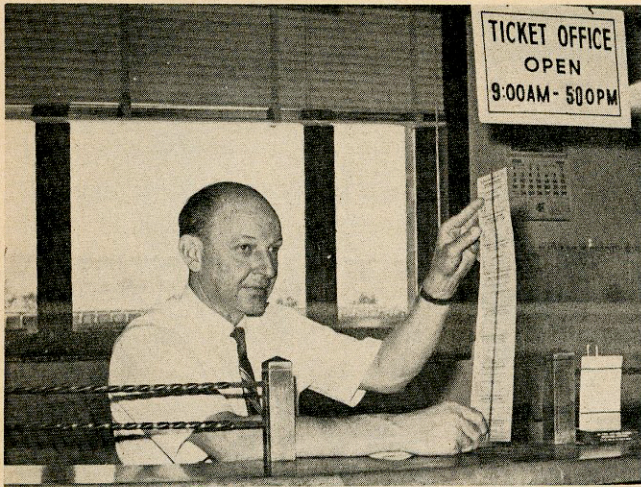


FRANK J. JONICK keeps a watchful eye on Rio Grande's property as special agent.

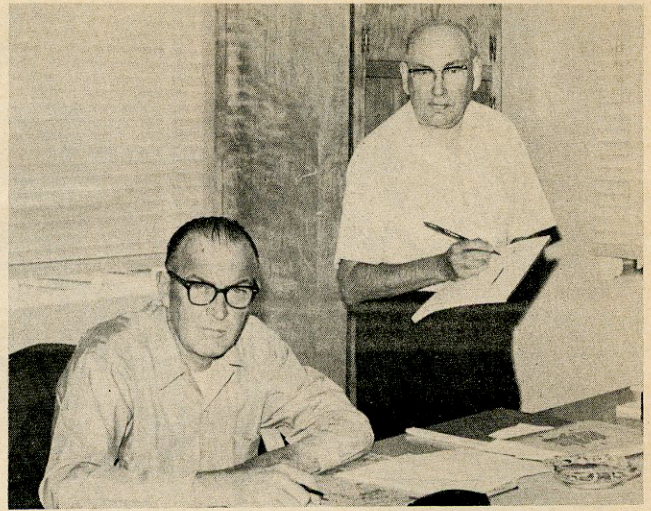


TRAINS ARE DISPATCHED from Grand Junction to Helper on the west and Bond and Salida on the east. W. H. McClurg, Jr., dispatcher, handles the chores to the east.





E. J. ERSKINE has completed a ticket for passage on the California Zephyr while working as ticket clerk.



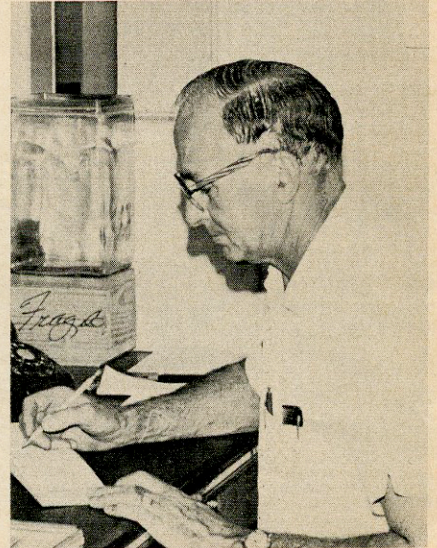
ED R. MORAN, TRAINMASTER, is going over a "few things" with George Green, secretary to the trainmaster.



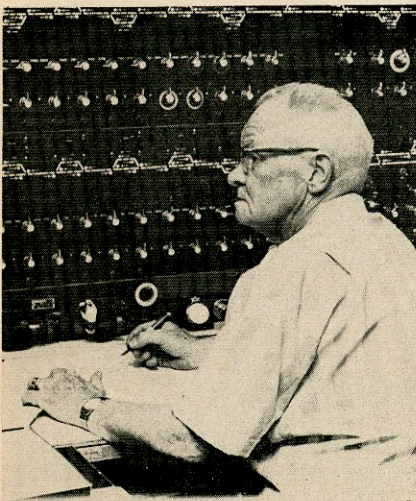
DEAN POPE, terminal trainmaster, is responsible for keeping things humming and on the move at this important terminal.



MAINTAINING THE SIGNALS at East Yard is J. H. Seeley, kneeling, and J. L. Belluchie, Jr., West Yard.



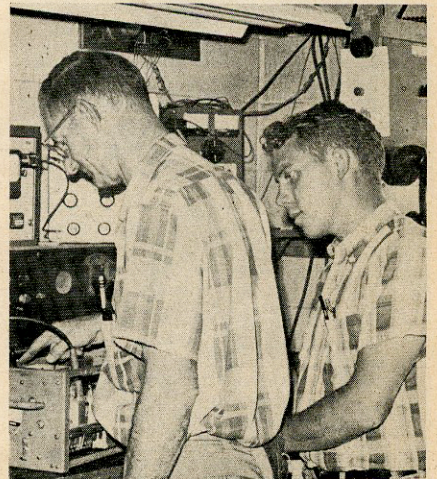
W. M. MATHEWS sees to it that the crews are called for their assigned runs.



E. J. GRIES, assistant chief dispatcher, controls trains to the west, making meets in keeping the trains rolling.

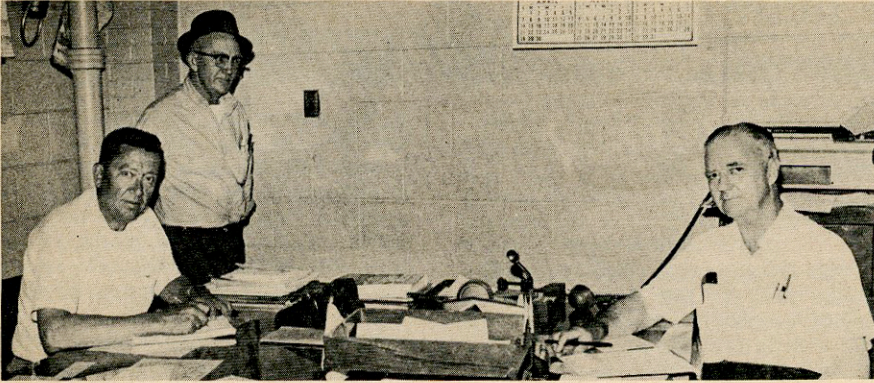


SHOWN ABOVE are J. W. McGinnis, diesel instructor, and G. H. Headington, general foreman, with offices located at East Yard.

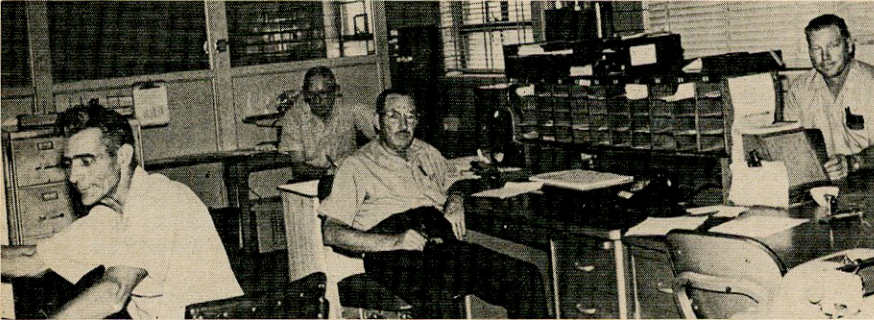


COMMUNICATIONS plays an important part in railroad operations. C. B. "Chuck" Howard, left, and Larry Busboom keep the radios in tip-top shape.





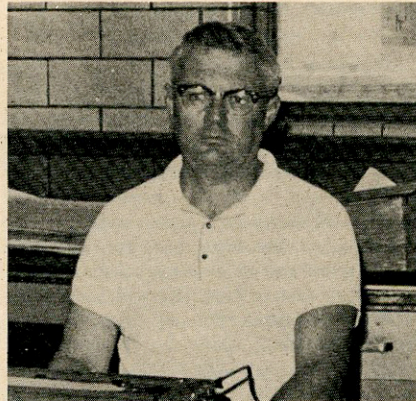
M. J. HENLEY, division car foreman, left; W. F. Wooters, assistant car foreman, center, and H. J. Fitzpatrick, mechanical clerk, can be located at the East Yard office.



FROM LEFT TO RIGHT above in the east yard office are R. L. Jenkins, clerk; D. W. Mitchell, chief clerk; E. F. Huffer, clerk, and J. C. Raff in charge of maintenance.



ROAD FOREMEN OF EQUIPMENT shown above are F. H. Green, left, Colorado Division, and H. P. Keele, Utah Division.



ALONZO HOLLANDSWORTH, chief crew dispatcher, assigns the runs to the train crews.

## Annuity Granted to Pueblo Carman



GLEN LEWIS, CARMAN, retired November 30 with 42 years service on the Rio Grande in the Pueblo area. Presenting Lewis with a cash gift upon his retirement are, from left, Cecil Grant, welder; A. B. Novak, repair track foreman; Lewis; George Jamnik, carman, and Ed P. Johnston, general car foreman.

Green Light



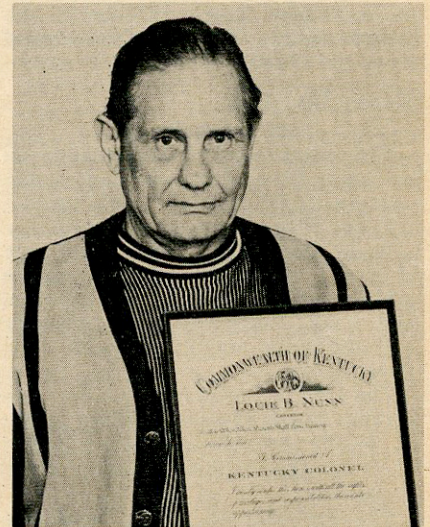
HAZEL DYKE, manager and wire chief, is at the controls at "JN."

## Commission Honors Grande Conductor

Honorary commissions are bestowed in various ways.

Last December 2, the Rio Grande was privileged to have former Kentucky Governor "Hap" Chandler as a passenger on the westbound California Zephyr en route to San Francisco to attend the Baseball Commission meetings.

Harry Pauly, after being introduced to Chandler, was invited to join him for coffee. During their conversation, Pauly inquired about the various men being commissioned Honorary Kentucky Colonels. Governor Chandler's reply was in the form of an official appointment of Conductor Pauly into the select group.



Pauly received his Official Commission Feb. 21, signed by Louie B. Nunn, the present governor of Kentucky.

We salute you, Colonel Pauly.

Page Eleven



# Rail CHATTER on the Grande

## From the White House Expenditures Accounting

By Duane Bowman

Al Amen is the proud owner of a Great Dane pup, a female named Christy. Boys from the fifth floor gave her a shower which included a bag of dog bones, a leash and a card. The pup was very pleased.

Stan Gibson spent his vacation at home trying to catch up on the million little things that pile up.

A speedy recovery is wished for Mary Hancock who has taken a sick leave.

## Communications

By Jim Chavies

Welcome back to J. A. "Bill" Jeep and Tom Tracy. Both had been in the hospital for two weeks. Pleased to report they are looking well.

Sympathy is extended to the wife and family of C. E. Jordan on the recent death of her grandmother.

Pat Sullivan was speaker of the week at a recent Toastmaster meeting and won the coveted speaker's cup.

George Hall was acting manager of DC telegraph while Tom Tracy was in the hospital. J. R. Lawrence, after his vacation, bid in the South Denver position which was vacated by Dick Rossi. Ernie Baca worked Lawrence's position while he was on vacation.

Bob Lehnertz was a recent visitor to DC telegraph while on vacation.

## Traffic

By Robert Hulstrom

Congratulations to Darlene Holder on her new appointment as secretary-supervisor of the Steno pool.

Welcome back to Bernie Stone to the general office.

Pleased to welcome Rod Eisenhauer as a district representative in the Denver area. Rod was reassigned from the Omaha office.

## From the Top

By Irene Vogel

The main topic of conversation on the sixth floor at the moment is the concern in figuring out one's income tax and where to go on vacation.

In the Purchasing Dept. a new type of chair, one that seems to go into orbit, has appeared. John Pounden and Jack McCaffrey have recently had difficulty staying in orbit with their chairs.

The Lane Johnson family enjoys the current sport of snowmobiling. They go to the Arapahoe National Forest at every opportunity to buzz over the mountains.

The first day of every month the door to Bob Martin's office is crowded with co-workers as they watch the unveiling to see the delectable "dish" revealed on the next page of the cal-

endar on the office wall. Each page indicates we're advancing toward spring, so, let's go!

## System Freight

By Freida Ballard

The latest fashion from this office would indicate Bill Benson is either trying to grow sideburns or his shaving arm is growing shorter.

We will know spring has finally arrived when Ken Davis quits singing "when my blue skin turns to pink again."

Mike Abbato's young sons, Joe and Mike, Jr., brought some gerbils home from school. One of them turned the Abbato household into a nursery, producing four young. Under Mike's tender, loving care, none survived.

Just what is so great in getting three men into orbit. This reporter has to get her husband off his launching pad every morning without benefit of a space capsule. Are you with me, gals?

John Nimrod rides with his eyes closed when his wife is driving. He wants to be surprised when they land right side up.

## Revenue Accounting

By Walter Brooks

Congratulations to Jack and LaRue Gibbs who enjoyed celebrating their wedding anniversary February 22. How many? Jack didn't say but he indicated they have been many happy years.

Bill McFarland has returned to work after his long absence. Pleased to report he is looking well and all are glad to see him. He did lose some weight and looks fit and trim. Good to have you back, Bill.

Grace Brockman has been off work due to the flu the past couple of weeks.

Dick Eggleston and wife vacationed at Las Vegas and various other places. They also took in the Phoenix open golf tournament. Dick likes to pick up some tips on how the pros play golf.

The office was shocked by the sudden death of G. A. L'Heureux, a former employe in this department. Jerry was the son-in-law of Elmer Newell, former auditor of Revenues, now deceased.

Fletcher Norton is still taking treatments for his leg. He wishes to say hello to his many friends.

"Woody" Woodward paid a surprise visit to the office this last month. He looks better now than he ever did. Frank Morfeld also paid the office a surprise visit. He is looking well after his sojourn in the hospital.

Dicie Andrews was again confined

to her home with a touch of the flu and has now returned to work.

Louise Klodt, wife of Ben, is experiencing some after effects of a shoulder injury. A pinched nerve is causing the discomfort in the use of her hand as well as the pain in her fingers. Best wishes for a quick solution.

Jack Gibbs has entered the hospital for another eye operation. While we wait for further word, a get well wish in a hurry is extended to him.

Larry Crittenden visited the office March 3. It is always good to see the retired people who come in for a visit. It is remarkable how much more relaxed and how well they look and feel from their retirement life. Good to see you, Larry.

## Personnel

By Betty Hancock

Ann Eckberg won a portable TV in the drawing at the annual meeting of the Denver Rio Grande Credit Union. Congratulations, Ann, you can't say you are unlucky any more.

Couldn't refrain from saying Ed and Mrs. Baldrige are planning to leave for Europe in April. After all the shots Ed is taking in the process, he wonders if the trip is worth it. He will probably have plenty to report when he returns.

Iva Andrews attended a bridge party (of all things—Ed.) recently and from all appearances she is enjoying life since her retirement. She doesn't get up in the morning until seven. How lucky she is!

## Provo

By R. R. Rackele

The Bob Sanfords were pleased to announce the marriage of their daughter, Robyn, to James Erekson. They were married Feb. 7.

Ron Evans is taking a winter vacation. The Warren Wrights vacationed at Las Vegas.

Pleased to report Dale Bringhurst, conductor, is now recuperating at home from his illness. Harry Bywater is still confined at home.

Vacationers include B. R. Peterson, Dale Bowen and D. T. Reid.

Major Allen Peterson and wife, Joyce, from Peace Air Force Base, were recent visitors at the home of the Ivor Stones. The Major is being transferred to Fort Worth, Texas.

Forty people enjoyed an evening of card playing after a delicious potluck dinner at the Vets Club. Prizes were given to winners of the card games and was the highlight of the evening.

\* \* \*

"I met a striking blond today."  
"No! Are they striking, too?"



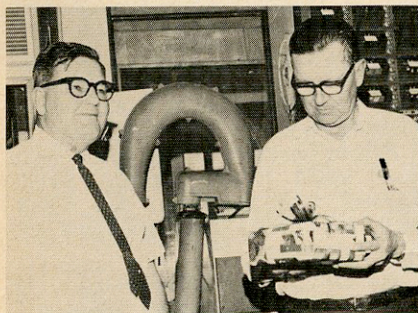
## North Yard

By Cathryn Hedges

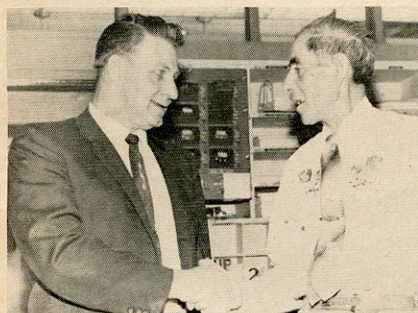
The son of Charles Garcia, section foreman, Captain Lawrence Garcia, Adjutant General Corps, U. S. Army, received the Department of Defense Joint Services commendation for meritorious service. Congratulations, Captain Garcia.

Harry Ruger, retired foreman, has been hospitalized at General Rose for surgery. Wish him a speedy recovery.

Dolly Smith, crew caller, after her stay at the Presbyterian Medical Center, took her vacation and should be back to work at press time.



THE OCCASION was the retirement of Don W. Smith at North Yard in the above photo, when Vic Griffith, terminal trainmaster, presented a gift to the retiring clerk. The yard office crew wished him well in his retirement.



LEO ORTIZ, messenger, receives best wishes from Hugh Thornsberry, terminal supervisor, upon his retirement. He received gifts from fellow employes and all wished him a long and happy retirement.

Sorry to report Joe Sheridan has had to return to St. Joseph's Hospital on account of another heart attack. Wishing him an early recovery as everyone is rooting for him.

Wonder who the yardmaster was who became stuck in a tree and had to have the fire department come to the rescue?

## Ogden

By Frank Burch

Gilbert Olson, switchman, had an early vacation which was spent during February at his Blue Ribbon Stables.

Helen Willard, retired operator, is recuperating at the St. Benedict's Hospital from a heart attack. Best wishes, Helen, and hope you will soon be back home.

Green Light

## Salida Comments

By Maribee\*

Pueblo railroaders have a special "Petticoat Junction" of their own operated by one woman. As they highball the west end of the Pueblo yard, they look forward to seeing a friendly wave of the hand from Margaret Kochevar, who lives in the little house situated on a high point near the yards.

Margaret has put into poetic rhyme her love of watching the trains pass by and exchanging greetings with the railroad men. In one poem, which she titled "The Railroad Depot," she expresses this love and noise of the transportation world set on rails:

*The atmosphere of a railroad depot  
Thrills me more than anything,  
Trains arriving and departing  
Their wheels that screech and sing.*

*It delights me to hear the echo  
Of the Station Master's call,  
His loud "all aboard" on track three  
Before the conductor's highball.*

*Yes, I love it dearly,  
Within my heart, I do,  
The singing wheels and all  
Don't you love it, too?*

The trains passing through the yards also bring a philosophy to mind. This she expresses by penning:

*Each goeth his way  
With destiny set apart,  
As time measures the fleeting day,  
Remember to follow your heart.*

Margaret developed her love of trains when she was just "knee high." 'Twas such a thrill to hear that shriek of the steamers as they rumbled by. She expressed the thought by likening the days of the steam engines to the memory of her own care-free days.

George W. Kurtz, III son of Brake-man George, Jr., has been assigned to the position of management trainee under a program of Aircraft Mechanics by whom he is employed. All of the 150 employes are Indians, which is the reason the plant is located near Gallup, New Mexico. The Indians possess dexterity in building component parts for aircraft. George is a graduate of Southern Colorado State College and has a degree in accounting.

Wilbur Butterbaugh, engineer out of Pueblo, and wife had a hard time deciding where to spend their vacation. He finally laid down the ultimatum to his wife when he said, "If you don't decide where we are going when I get home from work tonight, we won't go anywhere." Apparently the decision was made by the time he arrived home. After an enjoyable trip to Reno, Wilbur is back on the job looking refreshed.

The son of Richard E. Ehmke, brakeman, Dick, has been named to serve on the Advisory Board of the Community College of Denver as counselor on computer and data proc-

essing. Dick is manager of the Data Processing Dept. at the state capitol.

R. V. Pierce, former agent, is looking hale and hearty as he drives about Salida with his wife. He has been retired for more than a dozen years. The couple attended a wedding recently at Farmington, N. Mex., after which they visited his brother, Zack, and wife at Durango. Zack is also a retired railroader, having worked clerical positions at Leadville, Salida and Durango.

\*Mary B. Cassidy

## Roper

By B. J. Chavies

Congratulations to Charles C. Marrelli and wife, Linda, on the arrival of a son, Charles Anthony, on Washington's birthday. Dad is still wandering around in a daze handing out cigars to each and everyone. Charles (Chuck) now has a baby brother for his two little girls to fight with. Good going, Chuck.

Doug and Orlean Stoddard have taken a few weeks off to parts unknown. They are probably having a great time skiing at Alta or one of the other resorts near by. Doug and Orlean are ski enthusiasts and ski every chance they get. With all the snow we've had, they sure picked a good time for their vacation.

## Helper

By Dom Juliano

Best wishes to W. J. Flaim who is in the Holy Cross Hospital at Salt Lake City, to W. R. Lloyd in the Carbon Hospital at Price, and Frank James, Jr. who is also in the Carbon Hospital. Harry Hiatt is recuperating at home after recent surgery.

Paul and Elizabeth Dalpiaz spent a few days at Las Vegas where they had a family reunion. Joining them was their son, Lt. J/G C. Paul Dalpiaz, a Navy helicopter pilot stationed at Ream Field, Imperial Beach, Calif., their daughter, Annette, and husband Lt. Scott Etnyre and son, Andrew, from Mather Air Force Base, Sacramento, Calif.

Wayne Dimick, clerk, took a one-week vacation. Wayne wanted to be home as they were expecting a new addition to the family. The new addition didn't arrive on schedule, but Wayne's wife, Rosallie, presented him with a seven pound baby girl, Jody Lynn, March 1. Congratulations to Rosallie and Wayne.

Keith Gardner and family spent a few days visiting their parents, the Ern Gardners and the Fullertons. Keith and Doris are from Las Vegas, Nev.

The Sunday Night Bowling League honored the Stephens with a surprise party after bowling. Delicious food was brought in by members of the league. It was a real good party. The Stephens are moving to Denver. Steve and LaVon will be really missed at Helper but we wish them good luck.



## Grand Junction

By Almeda Flint

R. A. "Andy" Hagerman, east-end trainman, enlisted in the Marines Feb. 17. Wish him the best of luck in this new adventure.

Adrian Culver received the coveted Eagle Scout Award at local ceremonies Feb. 11. Adrian, a sophomore at Central High School, worked five years for his award which is earned by one of every two hundred Scouts on a national average. He is the son of Ralph Culver, relief clerk, and Connie, who formerly was a telegrapher in the JN office. Sincere congratulations, Adrian, for this achievement.

Another first was accomplished when Les Wright, east-end brakeman, bowled a 215, 220 and 268 for a 703 series total in the recent Grand Junction City Bowling Tournament. This is the highest series ever made in a local city tournament. Les' wife, Helen, is also one of the top city bowlers.

Best wishes for many enjoyable years of retirement are extended to Frank Guide, west-end conductor, and to W. W. "Bill" Clark, east-end engineer.

Was pleased to hear that Lois Williams, relief clerk, is feeling much better after her recent visit to the hospital. Bill Morrow, terminal supervisor, said he was using his second day out of the hospital trip to the yards as a way of gaining strength following his recent surgery. Hope he will take care of himself and not overdo. Best wishes for a speedy recovery for Mrs. Tom McHugh, wife of retired conductor, would seem to be taking effect, as she is doing exceptionally well after her most recent surgery.

Charlie Brayton, caller, slipped away so quietly for vacation that we had no chance to be nosy about his plans. Jim Brockett, chief dispatcher, and wife are leaving March 13 on their usual trip to Florida. Hope the weather is cooperative. Darwin Lombardi will relieve Jim as chief.

## Pueblo

By Guida Fonda

Congratulations to the Donald Pisarczyks on the addition of a baby girl to their family. Proud relatives of the little girl are Walter Pisarczyk, conductor, grandfather; Antone Kurelich, conductor, grandfather, and Michael Rhoades, brakeman, uncle, all from Pueblo.

Congratulations to the Les Volks on the arrival of a baby girl. Les is a B&B truck driver.

Carl Thomas, Pueblo redcap, for many years has taken an interest in school children, taking them on tour through the depot and buying them ice cream. Tom Simmons was one of the recipients of Carl's favors and they have become great friends. Carl has given Tom much encouragement, especially after the passing of his moth-

er two years ago. Tom, a senior in high school, plans to attend college after graduation. There is one thing certain, Tom will have a lasting friend in Carl.

Bill Pearl, ART inspector, has returned to work after a lengthy illness. Glad to see you back, Bill.

Velma Parades has been bid in as secretary to the terminal trainmaster. Larry Huffman, former secretary, resigned to take a position in the Mo-Pac traffic dept. at Pueblo. Congratulations to you both.

Delbert Ross and Bill Moore have something to be justly proud of. Their son and daughter were both initiated into the National Honorary Society at East High School.

Bill Boggs has joined the Rio Grande Saddle Club with the purchase of a new horse. He joins many Rio Grande employes who have horses for their hobby and pleasure.

Sincere sympathy is extended to Joe Hassey, chief clerk, and wife on the recent death of his brother-in-law.

Cecil Frost, clerk, is recovering at home from an illness and doing nicely. Hope to see him back to work soon. George Garber, cashier, recently suffered a broken ankle at home. He is working, however, cast, crutches and all.

Sorry to lose one of the clerks to Uncle Sam. Eddie Frost left for the Army last month. He is in the State of Washington wishing he were back in good old Colorado.

Best wishes to Cam Miller who recently took his retirement.

A get-well wish is extended to Stanley Garshe, who has been in St. Joseph's Hospital at Phoenix, Ariz. According to reports he is improving each day.

## Burnham Notes

From the Lab  
And Store Depts.

By Jean Gustafson

A speedy and complete recovery is wished for P. R. Dimitroff, storekeeper, who is convalescing from recent surgery. Happy to report Wilbur Ladd is back to work following a lengthy illness.

If you have noticed the tense and harried atmosphere in the Store Dept. recently, it is because they have launched their own "space" program. The "count down" you hear refers to the number of sundry items occupying space in the storehouse. "Blast off" occurs if it doesn't tally with computer records. If you haven't already guessed, this is inventory month.

Ronald Schilp's daughter and son-in-law, Diane and Jerry Bull, recently moved to Grand Junction. They report they like living on the Western Slope very much and are planning exploration trips in and around the mesa and canyon areas this summer. Ron is a Lab technician, and is also

town clerk and court clerk for Columbine Valley. He recently attended the Urban Mayor's Association dinner. The meeting was an eye opener when the subject of how the Communist are infiltrating the colleges and high schools. All agreed the Communist inspired movement should be put down as quickly as possible.

## Shop Filings

By Elmer Schaefer

Regrets to the Specht family on the recent loss of Josephine who passed away Feb. 8 at General Rose Memorial Hospital. She was the late wife of Joseph Specht, former sheet metal worker.

Congratulations to Helen Barnett and Ellsworth Johnson on their recent marriage. The Johnsons honeymooned on the Bahama Islands.

Recent visitors to the shops were Fred Vogel, Carmo Martelli, Swede Larson, Phil Sundberg, Art Southwell, John Boyle, Clarence Rock and Mr. Culpepper.

Sincere sympathy is extended to the family of Hugh Flippin, machinist, who died recently.

Congratulations to Renee Whitney and Lyle King who were recently united in marriage by Judge Jamison at Golden, Colo.

Wish the best for the new officers of the Vets Club, Pete Ackermann, president and Ed Ramey, vice president, and the others.

Welcome to Victor R. Larson as a sheet metal worker in the deisel shop.

The Mile High Railway Club will have an interesting film for their meeting on March 31. The Locomotive Officers Maintenance Ass'n. will be guest of the club on April 28 when the subject will be Lube-oil. Ladies take note as it will be your night on May 26. Two films will be shown, A Grain of Salt and Discover Hawaii.

All three meetings will be very interesting, so plan to attend.

## Salt Lake Vets Notes

By F. C. Krauth

The Salt Lake Vets Club held their election Feb. 4. The following officers were elected to serve a two-year term: C. L. Crawford, president; M. A. Yates, vice-president; C. V. Argyle, secretary-treasurer, and Fred C. Krauth, chairman of the governing board. Other two-year members on the board were H. S. Rugg, J. C. Cowley and Gino Giovacchini. Elected for one year were L. M. Walters, Leonard Jensen, Ron Jackson and William Jerome.

The first program and event following the election will be a pot luck dinner to be held at Carpenters Hall, March 28, at 6:30 p.m. This will be the commencement of the 20th anniversary of the club and a large crowd is expected for this occasion. There will be bingo following the dinner.



## Salt Lake Division

By Fae Lundberg

Acapulco, Mex., was the vacation site for Bruce Thornton and his wife. They spent a week there watching the bull fights and meeting many interesting people from around the world. They said it was a lovely spot to spend a vacation and the cliff dwellers were really something to see. Bruce returned with a lovely sun tan.

Mike Kenyon and George Thurston viewed the welded rail method on on the Western Pacific at Winnemucca and Elko, Nev., recently.

Marilyn Louise, daughter of Dan Monson, secretary to division engineer, was married to Leon Ray Pulsipher on Valentine's Day in the Salt Lake Temple. A lovely reception followed the wedding ceremony at the Rose Park Stake Center. They honeymooned at Las Vegas and plan to make their home in Salt Lake City. Best wishes are extended for a long and happy marriage.

Dennis Johnson and wife, Lynn, had hoped for a New Year's baby, but their darling daughter arrived Jan. 3. Julie Mikel is their fourth child.

Arvid Despain, son of Marden, radio maintainer, is home recuperating from surgery. Wish him a speedy recovery. Everyone in the Superintendent's Office will be very happy to have Ardella Grills return to work after two-months illness.

Gordon Watkins took a week of his vacation and made a quick trip to see his mother in New Mexico where she has been in failing health. Our thoughts are with her for a speedy recovery.

J. E. Allen visited the Roper yard in February on a business trip. The office declared a J. E. Allen Day and prepared a luncheon to welcome him back to his old stomping ground. Mary Perry made the luncheon arrangements and all were pleased to contribute their share in making it a happy occasion. Bill Reese addressed the group and had Allen say a few words. All wished Allen well in his new assignment.

## Motor Way

By J. P. Walsh

### Montrose

Sympathy is extended to Manager and Mrs. R. E. Marsh in the death of her mother, Mrs. Maude Gibson, who passed away, Feb. 12, at Spokane, Wash. at the home of another daughter. Funeral services were held at Montrose.

Mel Cooper, sales representative, Grand Junction, was the relief manager during the absence of Marsh.

Sympathy is extended to James Black, ore driver, on the recent death of his father in Arkansas.

The annual meeting of the Slope Motor Way Credit Union was hosted

Jan. 25 by the Montrose members at a banquet at the new First National Bank Bldg. Gordon McNutt, rate clerk, Grand Junction, was elected to fill a vacancy on the credit committee. Other officers are Homer Brown, driver, Grand Junction, chairman; Lloyd Page, mechanic, Grand Junction, vice chairman; Doug Ross, treasurer; Bill Laramore, secretary; Charles McQuiston, educational director; Paul Beauregard and Glen Galyean, credit committee; Mr. and Mrs. Mike Glynn and Mr. and Mrs. Lloyd Robertson, supervisory committee. A five percent dividend was declared for the year.

Betty Joe Case, cashier, reports her brother, Lt. Larry Pierce, a Navy pilot, is home from Vietnam following a tour of duty abroad the USS Hancock.

### Denver

Wilma Miller, secretary to the executive vice president, made a quick weekend trip recently to her home in Kansas.

## Helper Vets Club

By Dom Juliano

The Annual Vets Club retirement banquet honoring employees who had retired the past year was held at the Carbon County Country Club, March 2.

Delicious lasagna and fried chicken was served to the 103 people who attended in honor of their friends.

Retirees honored were L. E. Fromm, enginehouse foreman with 34 years of service; H. E. Tays, carman, 33 years; C. W. Creamer, telegrapher, 45 years; Felipe Vigil, laborer, 21 years, and Fermin Martinez, section laborer, 22 years—a total of 155 years of service.

Ray Black ably handled the chore of master of ceremonies. He is also a past president of the Helper Vets Club. A. H. "Bob" Nance, superintendent Utah Division, was a guest speaker.

Claranell Day and the ladies auxiliary handled the reservations and all the arrangements for the banquet. A big thanks, Claranell, for a job well done.

Wonder how George Grivet manages to have such good weather each year for this occasion.

## Ogden Vets Club

By Frank Burch

Ogden Vets Club No. 9 held their business meeting Feb. 27 at the Veterans of Foreign Wars lodge. An election of officers was held with the result those holding office for the previous year were re-elected and given a vote of thanks for their services.

Officers are W. O. Furniss, president; K. R. Hunt, vice president; F. W. Burch, secretary. Committee members remained the same with Wilford Hamblin being voted in as a board member.

## Denver Vets Club No. 3 Elects New Officers

By Velma Ackermann

The Denver Vets Club No. 3 held a potluck dinner Feb. 20 which was enjoyed by over 80 in attendance. An election of officers for the ensuing year was held after the dinner.

Officers elected for the Club and Auxiliary are as follows: P. W. Ackermann, president; Ed Ramey, vice president; Hazel Hoyt, secretary, and J. A. Witherwax, treasurer. Board members elected are Mamie Boothroyd, chairman, Tony Loibl, Louis Heimlich, W. L. Sealy, Bill Moeller, G. W. Freeland, John Schneider, Carey Hull, W. L. Hicks, Bob RePass and Fred Snyder, ex-officio.

Ladies Auxiliary officers are Grace Chambers, president; Kathryn Schneider, vice president; Gladys Watts, secretary; Alice Cutshall, treasurer; Velma Ackermann, press chairman; Kathryn Schneider, cheer chairman; Anna Duckworth, historian. Board members are Evna Owen, Velma Ackermann, Julie Hobbs, Dorothy Moeller, Louis MacDonald, Ruth Heimlich, Hazel Ramey, Kathryn Sealy, Verna Snyder, Ester Loibl and Wanda Marquiss, ex-officio.

The only card party of the year is planned for April 7 at the Public Service Company. Doors will be open at 12:30 p.m. Please try to attend. Door prizes would be appreciated. They may be brought to the meeting on March 20.

Another coming event will be the pot luck dinner and entertainment on April 17. Make a note of the activities and support the Vets Club with your attendance.

Pleased to report Martha Froid is on the mend after a stay in the hospital.

Don't forget the dues are due!

## Retired Stationer Dies

Clarence C. Harvey, retired stationer, passed away January 8 at Rose Memorial Hospital, Denver.

Harvey was born in the mining town of Central City, Colo., July 21, 1892, educated there and attended the University of Colorado.

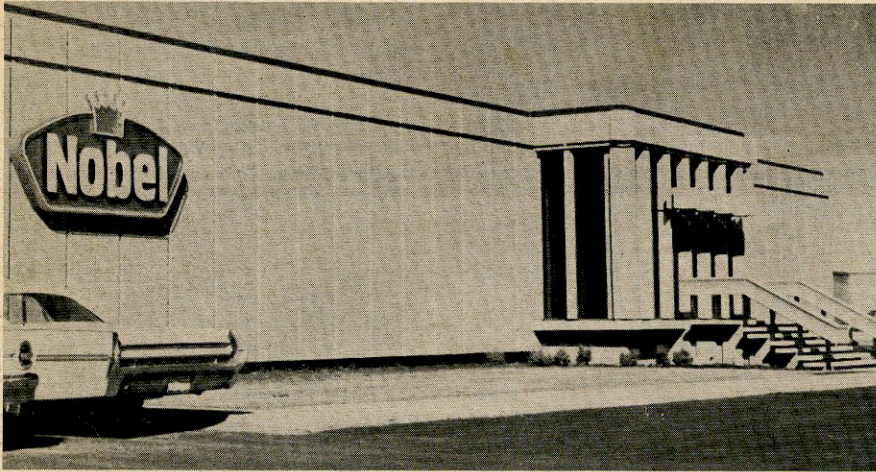
He joined the Rio Grande in March, 1914, in the Stationery Dept. at Denver. He held various positions in that department as well as the Purchasing Dept. At the time he retired in 1957 with 43 years service on the railroad, he was stationer at Burnham.

Harvey was a member of Christ Methodist Church, Colorado Consistory, Liberty Lodge No. 150, AF&AM, Radiant Chapter No. 12, OES, and Leyden - Chiles - Wickersham Post, American Legion.

Surviving are his widow, a son, a daughter, a brother and four grandchildren.



## Canned Goods Are Delivered by Rail



THE NOBEL COMPANY is housed in a modernistic building where supplies are attractively displayed for the customer.

Nobel, Inc., located adjacent to Rio Grande's north yard, is one of the largest suppliers of foodstuffs and kitchen supplies in the Rocky Mountain area.

During the months of February and March, Nobel conducted a sales campaign aimed at supplying its customers with first-class products at a reduced rate. Due to the large food pack last season, the Nobel Company acquired over 75 carloads of canned goods to be delivered to its customers, which were moved over Rio Grande rails.

Rod Ronnenberg, traffic manager for Nobel, and Al Fjeldsted, Rio Grande's district representative, were instrumental in getting quick delivery from the canning plant to the Nobel company.

Nobel is one of Rio Grande's better customers in shipping products by rail.



ROD RONNENBERG, Nobel traffic manager, left, and Al Fjeldsted, Rio Grande's district representative, are shown with an initial shipment of canned goods.

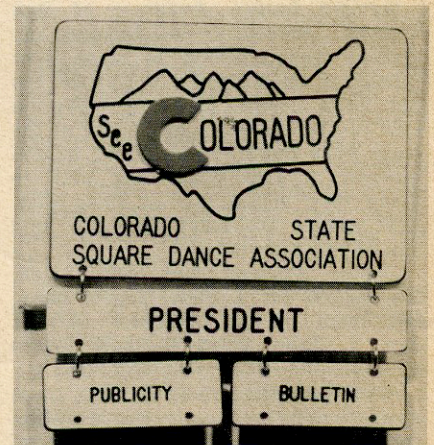


M. F. C. KNOEBEL, president of Nobel, Inc., is shown in the center above with Al Fjeldsted, left, and Rod Ronnenberg.

## Corner Your Lady

Jack Halfacre, clerk, Communications Dept., chairman of the Colorado State Square Dance Association for the past five years, recently designed a badge in line with publicity to lure square dancers to Colorado.

The badge is designed to be worn by dancers while on vacation or traveling and bears the Colorado State colors, a red "C" with yellow center, superimposed on a map of the United States. Wearer's name,



title and club may be indicated on bars hung from the main badge (See cut). The badge is expected to be prominent at the National Square Dance Convention at Seattle next June.

Jack is past president of the C.S.S.D.A. and is also a caller/teacher of square and round dancing in the Denver Metropolitan area with classes for teens and pre-teens.

## A 300 Game?

Twelve strikes in a row normally would be a 300 game with prizes from the establishment and recognition from the association.

Lew Wurm, assistant manager-Pricing, did have 12 strikes in a row but a 300-game was out of his reach. He had six strikes in a row the latter part of his second game and six strikes in a row the first half of his third game. Oh well, that's the way the pins fall!

The scores for the two games were 225 and 222. Better luck next time, Lew.

\* \* \*

If taxes don't eat up a married man's income these days, his exemptions will.



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